

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 26<sup>th</sup> MAR 1940)

Date of writing Report Mar 4<sup>th</sup> 1940 When handed in at Local Office Mar 6<sup>th</sup> 1940 Port of New York

No. in Reg. Book 21175 Survey held at New York Date, First Survey Jan 30<sup>th</sup> Last Survey Feb 16<sup>th</sup> 1940  
(No. of Visits 12)

Tonnage { Gross 6327 Vessel built at Sunduland By whom H. Dufford & Sons, Ltd. Year. Month. 1924 5-  
Net 3925 Engines made at " By whom " When 1924

Nominal Horse Power 640 Boilers, when made (Main) (Donkey) 1924-1938

No. of Main Boilers 1 Owners G/S Braganza Owners' Address As usual  
(if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 2 Managers L.S. Brantham Port D310 Voyage "

Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock Dock, Bethel St 60 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers 125 lb (State name of Dock. Brooklyn 56<sup>th</sup> St. East.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) See CS 2.40 DBS

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined not required

Was a damage report made by anyone else? If so, by whom? Indemnities

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " Yes

If this was not done, state for what reasons? \_\_\_\_\_

And what parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? \_\_\_\_\_

State latest date of internal examination of each boiler 8/2/40 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 125 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? Yes

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft \_\_\_\_\_ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? \_\_\_\_\_

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? \_\_\_\_\_

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done 68 case.

It is stated that the main engine scavenging pump crank shaft broke on Jan 15<sup>th</sup> 1940 while on voyage from India to New York. Upon examination the crank shaft was found broken through the after journal, the bedplate cracked in way of N<sup>o</sup> 3 & 4 main bearings & N<sup>o</sup> 4 main bearing bolt & bolts broken.

Repairs had done:- the main engine crank shaft removed to shop. Scavenging pump crank removed coupling bolts & balance weight bolts removed, entire crank shaft tied in lathe for truing, after coupling face of N<sup>o</sup> 4 piston & forward coupling face of thrust shaft ground and faced. Bedplate in way of N<sup>o</sup> 3 & 4 main bearings patched with steel plates & fitted bolts. N<sup>o</sup> 3 main bearing bolt & bolts, 170

General Observations, Opinion, and Recommendation:— The machinery of this vessel is  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or X.L.M.C. 120 lb., F.D., &c.)

eligible in my opinion to remain as now classed with full word of H.M.E. CS 2.40 & DBS (P) 2.40. Subject to the main engine bedplate & after being specially examined on the vessel, return to New York from the present voyage to the Far East.

Survey Fee (per Section 29) \$50.00  
Special Damage & Repair Fee (if any) \$200.00  
Travelling expenses (if chargeable) \$10.00

Fees applied for MAR 7 1940  
Received by me, [Signature]

Committee's Minute NEW YORK MAR 6 - 1940

Assigned W.A.M.A. CS. 2.40 DBS (P) 2.40

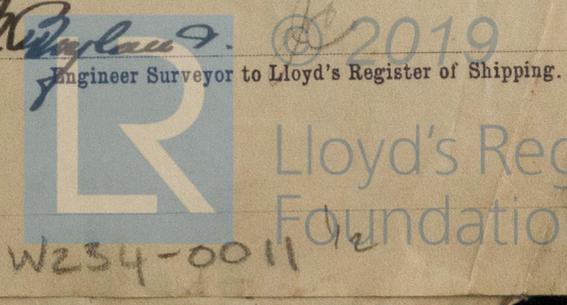
subject  
W234-0011

CHARACTER, &c. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1100A1 and Subord</u>	<u>5.39</u>	<u>H.M.E. CS 1.38</u>
<u>SS 7/2 N<sup>o</sup> 3-537</u>	<u>4.37</u>	<u>DBS (P) 5.39</u>
		<u>Y.S. 1.5.39</u>
		<u>DBS 1.38</u>
		<u>NAB(S) 38</u>

**DIL ENGINE**  
MAY 1940

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to \_\_\_\_\_



New York.

Continuation of Report No. 39953 dated Mar 6, 1940 on the

## "BRAGANZA"

Unwed, N<sup>o</sup> 3 bottom half of main bearing unmetaled, crank shaft bedded in & lined true.

All cylinder assembly removed to shop & examined, N<sup>o</sup> 1 lined found cracked & unwed, pistons & valves overhauled & placed in good order. N<sup>o</sup> 3 & 4 side crosshead beams unmetaled, seaweep joints. crosshead block pin tied up & beams unmetaled. 5 sleeve bearings for cam shaft unmetaled.

As CS:- All main engine cylinders, liners, pistons, rods, valves, transverse beams & bearings, center & side crossheads & guides, crank & thrust shaft examined. Starb (outboard) compressed cylinders, pistons, rods, heads & valves, and crank shaft examined. Main engines tried under working conditions & found satisfactory.

Port donkey boiler examined internally & externally & found in good condition, all mountings & steam pipes found good. Oil fuel installation examined under working conditions & found satisfactory. Safety valves adjusted under steam to 125 lbs.

It is recommended that the main engine bedplate repairs be specially examined on the vessel's return to New York from the present voyage to the Low Bar.

H.B.



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